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THE WHITE HOUSE

WASHINGTON

December 17, 1993

Mr. Marvin Womack
Vice President
Procter & Gamble
801 Pennsylvania Avenue, N.W.
Suite 720
Washington, D.C. 20004

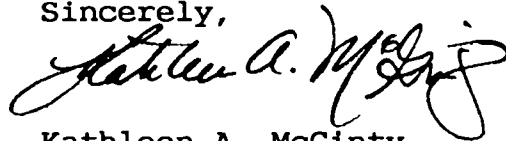
Dear Mr. Womack:

Thank you for your recent letter and the copy you enclosed of your annual report on The Environment. It was good to hear from you.

I certainly appreciate learning about your efforts at Procter & Gamble to develop and implement environmentally friendly technologies in your operations. I share your enthusiasm for future progress to preserve the environment in a way that leads to strong and sustainable economic growth.

Again, thank you for sharing your work with me.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kathleen A. McGinty', with a stylized flourish at the end.

Kathleen A. McGinty
Director, Office on
Environmental Policy

KAM/avl

Procter & Gamble

National Government Relations
Suite 720, 801 Pennsylvania Avenue N. W., Washington, D. C. 20004-2604
Telephone: (202) 393-3400, Fax: (202) 393-4606

November 12, 1993

The Honorable Kathleen McGinty
Deputy Assistant to the President/Director
Office of Environmental Policy
360 Old Executive Office Building
Washington, DC 20500

Dear Ms. McGinty:

Enclosed for your review is Procter & Gamble's annual report on *The Environment*, outlining our philosophy, goals, and progress.

Ed Artzt, our Chairman and Chief Executive, puts it this way:

"Not only do we view environmental responsibility as the right thing to do, we consider it to be a critical business issue. As a consequence, we fully integrate environmental quality into all our Company's activities."

This philosophy, combined with diligent use of science and the application of Total Quality Management (TQM), is yielding impressive results. For example, we have reduced total waste disposal by 30% per unit in the past 2 years and expect continued progress in the future.

Procter & Gamble intends to remain an environmental leader. Please call should you have any questions about this report.

Sincerely,



Marvin Womack
Vice President

THE WHITE HOUSE
WASHINGTON

December 17, 1993

Mr. John N. Wittekamp
President
Rutech, Inc.
651 Holiday Drive
Foster Plaza, Suite 300
Pittsburgh, PA 15220

Dear Mr. Wittekamp:

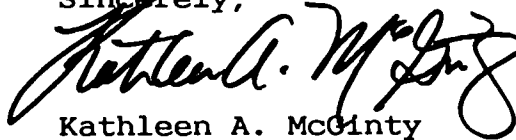
Thank you for contacting me regarding your work at Rutech, Inc. on recycling scrap tires. It was good to hear from you, and I apologize for the delay in responding.

I certainly appreciate learning about your efforts to develop technologies to use old tires for construction purposes. I understand your concerns about the burden of scrap tires on our nation's already overflowing landfills. Along these lines, the President recently signed the Executive Order on Federal Acquisition, Recycling and Waste Prevention contains a provision requiring federal agencies to implement the Environmental Protection Agency's (EPAs) procurement guidelines for retread tires.

With regard to your specific work on this important issue, I have taken the liberty of sharing your letter with my staff and the Office of Federal Recycling at the EPA for their reference.

Again, thank you for sharing your work with me.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Kathleen A. McGinty', with a stylized flourish at the end.

Kathleen A. McGinty
Director, White House Office on
Environmental Policy

KAM/avl

RUTECH, INC.

651 Holiday Drive
Foster Plaza, Suite 300
Pittsburgh,
PA 15220

The Honorable Kathleen McGinty
Director White House Office of Environmental Policy
The White House Office
1600 Pennsylvania Avenue N.W.
Washington, DC 20500

Phone: (412) 928-3680

FAX: (412) 928-4951

September 21, 1993

Dear Ms. Director:

The attached Press Release describes a new American invention that will significantly reduce the number of automotive tires in our nation's landfills, while creating between 5,000 and 10,000 new jobs.

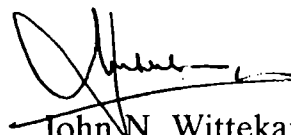
The products described in the release are made entirely from old tires and will replace wood and extruded metal products.

We are now looking for partners to help us build the test facility at an estimated cost of \$2 million to finalize products and manufacturing design. Obviously, this partnership is key to the success of our project. To date the initial discussions are with prospective partners from Europe and Japan. We prefer to launch the business with an American partner, but unfortunately, we have not received the same level of interest from domestic corporations. Perhaps this is due to a lack of awareness about our newly patented technology.

We would appreciate any suggestions you might have for increasing public awareness about our project. Also, any help you might offer in our search for a domestic partner would be greatly appreciated.

We look forward to hearing from your office.

Sincerely yours,



John N. Wittekamp
President



THE WHITE HOUSE
WASHINGTON

December 7, 1993

Mr. Johan Marcks von Würtemberg
Environmental Director
SinterCast, Inc.
1000 N. Opdyke, Suite A
Auburn Hills, MI 48326

Dear Mr. von Würtemberg:

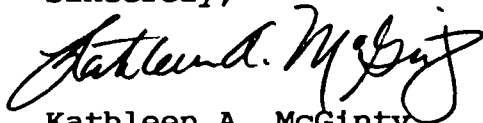
Thank you for your recent letter and the information you enclosed regarding your efforts at Sintercast, Inc. on control systems for measurement, analysis and correction of cast metal through life-cycle analysis. It was good to hear from you.

As you know, the preservation of our environment continues to be one of this Administration's highest priorities. I share your enthusiasm for the development of new and innovative approaches to address today's difficult environmental challenges. I certainly appreciate learning your thoughts about the Clean Car Initiative, which aims at improving fuel efficiency and developing environmentally friendly automotive technologies, as well as your concerns about the life-cycle costs of the products used in the manufacturing of certain proposed fuel-efficient automobiles.

With regard to your specific scientific concerns in this regard, I have taken the liberty of sharing your information with Dr. Jack Gibbons, Director of the Office on Science and Technology Policy, and the Department of Energy for their review and appropriate response.

Again, thank you for sharing your views with me.

Sincerely,



Kathleen A. McGinty
Director, White House Office on
Environmental Policy

KAM/avl

October 22, 1993

Dr. Kathy McGinty, Director
Office of Environmental Policy
The White House
1600 Pennsylvania Avenue, N.W.
Washington, DC 20500

Dear Dr. McGinty:

On September 29, 1993, the White House and the Big Three announced the launch of an ambitious cooperative project for radically changing automobile technology over the next ten years. According to reports in the press, the long-term goal is for each of the Big Three to produce in about ten years a car that is "practical and affordable and that goes three times farther on a given quantity of fuel than comparable cars today".

The press reports also mention short-term goals which would improve fuel economy without fundamental changes in engine technology, including building cars with light-weight materials that can be recycled.

The use of significantly more expensive materials like aluminum alloys or composites in automotive applications is generally motivated by the notion that the weight savings achievable will lead to such reductions in fuel consumption that the additional costs of such vehicles will be amortized within relatively short distances of vehicle operation. Depending upon the fuel savings actually achieved in real driving conditions, this might or might not be true from the individual car buyer's point-of-view. However, from society's viewpoint, the question of fuel economy (or rather energy savings) has to be assessed within the context of the life-cycle of both the vehicle and the materials used in it.

In my position as Environmental Director of SinterCast, Inc. of Auburn Hills, Michigan - a company which supplies an on-line process control system for measurement, analysis and correction of cast metal - I have had the opportunity to investigate this issue in some detail by the help of so-called life-cycle analysis.

This analytical approach revealed some interesting facts about the use of aluminum and aluminum alloys in automotive applications. Contrary to common beliefs, an increased use of aluminum in automobiles in order to reduce weight and thereby improve fuel economy (and, subsequently, also reduce emissions), might, in fact, not provide significant energy savings or environmental improvements when seen in a life-cycle context.

Dr. Kathy McGinty

Page 2

October 22, 1993

First of all, it should be noted that in most countries, aluminum production is heavily subsidized through special energy prices that are substantially lower than the market rates. Furthermore, based on a life-cycle analysis, the environmental impact of primary aluminum production (in terms of discharges of major pollutants in gaseous, liquid or solid phase) is significantly higher in almost every respect than that associated with the production of the traditional automotive materials, iron and steel.

In addition, the amount of energy required to produce aluminum and aluminum alloys is such that with the present U.S. aluminum recycling rate of around 32%, automotive applications of these materials require very long driving distances (i.e., around 60,000 miles) for "energy break-even". In order to provide significant energy savings from the outset in comparison with traditional materials like iron and steel, the recycling rate of aluminum would have to reach the 90% level. This is virtually unattainable except perhaps for beverage cans (which anyway constitute only about one fifth of the total aluminum use in the U.S.).

Furthermore, the ever-tightening safety standards imposed upon new automobiles might also severely limit the possibilities for using ultra-lightweight materials like plastics and ceramics. In fact, it could well be that the possibilities for energy savings (and corresponding reductions of emissions) via further weight reductions of the vehicles while complying with present (and future) safety standards are virtually exhausted. If this is so, significant improvements of fuel economy and/or reductions of automotive emissions can only be achieved by the development of more fuel efficient, low-polluting propulsion technology.

In the short to medium term, however, only a further refinement of the diesel technology could possibly meet such an ambitious target as an 80 MPG car. Among European auto manufacturers, there seems to be a rather broad consensus that such a car would have to be equipped with a turbo-charged diesel engine with direct injection and four valves per cylinder - possibly also supplemented with a trap-oxidizer soot filter and a "lean-burn" catalyst for NO_x reduction.

Dr. Kathy McGinty

Page 3

October 22, 1993

However, a diesel (compression) engine requires very solid castings in order to withstand combustion temperatures of over 1,300°F (700°C) and pressures of 450 - 850 psi. Thus a diesel engine generally requires greater mass and robustness than a spark-ignited, gasoline fuelled engine. As a consequence of the extremely high demands on diesel-engine materials, the use of light-weight materials like aluminum becomes more difficult and will require the use of advanced alloys like e.g. aluminum reinforced with particles of silicon carbide or aluminum oxide. Although such materials would meet very high demands with regard to mechanical and physical properties, the cost of components made from such materials would be between 10 and 15 times the cost of the same components made in gray iron!

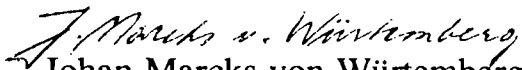
Thus, contrary to what might at first seem to be the obvious solution to the task of making automobiles safer and more fuel efficient, i.e., increased use of light-weight materials like aluminum, magnesium and composites, the solution might instead be to use available technology more effectively - even if this might require heavier materials like iron and steel.

Since the choice of materials for automotive applications has important long-term implications not only for society (in terms of environmental and energy impact) but also for industry (as far as investment decisions are concerned), I believe that this issue merits careful consideration.

In view of the importance of this issue, I would highly appreciate an opportunity to meet you in person and discuss it in somewhat more detail. With your permission, I will, therefore, call you within the next few days to see if your agenda would permit such a meeting. Meanwhile, I take the liberty of enclosing a short paper I have prepared on the subject in question.

In the hope of being able to meet with you in the near future, I remain.

Yours sincerely,


Johan Marcks von Würtemberg
Environmental Director
SinterCast, Inc.